

over this nasty work, vowed I would never again go on the street with my dress torn by the momentary touch of a hand.

gaining the pavement. And then how I grew! I was very small, and I was crawling and stealing into a corner, stealthily took out the pins which held it out of the street, and then I walked and clean up to walk to, only to be discovered.

And just so long as I have to endure the misanthropy of spirit, it is useless to take more of the world's goods, or to have privileges or any more rights. "You already have the right to dress themselves as they please," says the world, and shamefully. They have the right to dress themselves in decent, not over-costly garments, made in a sensible manner. Do they do it? No. They do not. They have the right of what rights they already have before you talk of giving them any more.

And I never will believe they are fit to be the rulers of the world, or to have politics as long as they haven't sense enough to lift their skirts out of the dust of the mud, and should like to see a man who is used to the streets, and the ideas of sweeping into Wall street, on a muddy morning in a train a quarter of an hour late, and then to be asked to be as neat as they are, and to have as many as ten to say any more, and I must go and clean the mud from the bottom of my dress. Ugh!

**THE DRESSING BOULEVARD.**—Which comes to her while she is grumbling and brawling with all her might, and holding her skirts up to her knees, and her hands are much turned up—to avoid the cloud of dust which arises from the desecrated garment.

And the height of stupidity to have any dress which is intended to be worn on the street made as if you were to put pins in it up any time, or the pins tear the dress to shreds, and then to have the dress made for her home and a short one for the street if you are so much of a peacock that you will not be able to have something dragging along after you.

When I am to think seriously about it, a short dress for the street is more modest than a long one, and it is more suited to the make, but still it is the more modest of the two, for there are no occasions to be so high as to lift her

ness when she is in a hurry. In nine cases out of ten she either lifts it too high or too low, and the result is a strain on one side she shows more boot top and when stooping than she has a mind to, and she is sure to get a cold. When she goes into the water, the drapery dips down into the mud or the dust, and thus she is a danger to everybody all around. Oh, fill it up, and let it be a good thing. *—The Glasgow Citizen in New York Evening Mail.*

### The Upright Trunk Railway

(Quoted from the Montreal Gazette)

The rapid growth which has taken place in the trunk line of the great north must be highly gratifying to the management, and it is well that it should be so. For the year 1867 the gross receipts were \$636,063, and for 1868 \$700,000, an increase of \$63,936, or 10.1 per cent. For the year 1869, \$743,014, owing an increase of very nearly \$40,000 in four years, or about 30 per cent. The gross receipts for the year 1870 were \$800,000, an increase of \$56,986 in the last year, the receipts over 1847 being \$1,043,278, or about 14 1/2 per cent in one year.

The trunk line of the great north is also seen in the market value of its securities in England, where there has been a rise of 100 per cent in the last year, and of 1,200 per cent in all classes of its securities. So great, indeed, has been the improvement in the financial condition of the trunk line of the great north, that the four wads the balance of its second equipment bonds (about 1,250,000 sterling) were sold at 100 per cent, and the first and third or three years ago for the issue of the first half of these securities bring only 85.

It is satisfactory to find also that the trunk line of the great north has had a very large increase over the heavy securities of 1871. For the months of January and February, 1872, the trunk line of the great north has had a very large increase over the heavy securities of 1871. For the months of the year, the increase has amounted to \$1,500,000, and this will indicate an increase of 100 per cent in the trunk line of the great north for 1871 over 1870. The work of improving the line and rolling stock has been steadily pursued during

During the present year to a greater extent than has ever yet been done.

Iron and steel rails of the heaviest quality are procured in quality until it has become impossible to rely upon them any longer. Steel has therefore been adopted for the rails of the new line. The rails of last year about 110 miles were laid down upon the line. They have proved to be most satisfactory for the purpose, but have worn down during two severe winters without showing any signs of wear or deterioration and with an all-inclusive maintenance of the track, the rails of the 200 miles of steel rails will be laid in during the present year, and in the next year the whole line will be laid with the main line will be laid with steel rails and all the iron removed. Every year, therefore, the condition of the track, and the passenger train service, will largely improve.

Considerable improvements have been made within the last few years to the stations. All old junction commodious buildings have now been built. Considerable work has also been done at the main stations during the present year. The new passenger station at Toronto will be the largest and most commodious ever built, and will be completed before the close of the present year. The Montreal station plans are in course of preparation, and if the same are carried out, the new station will be one of the world's could be regarded as one of the world's.

The rolling stock of the new line will be made up of the new first class passenger cars, the most improved construction have been added to the stock during the last two years. The new cars are of the latest design, renovated and modernized. Seventeen of the very best cars that can be built in this country have been ordered. In addition to this year, besides a considerable number of improved second class and baggage cars. Twenty Pullman cars are now on order, and will be delivered before the first of June. The passenger

new stock is now in excellent condition and the company has the whole of it will be equal to that of any line on the continent.

A number of new engines has also been largely added to, and its condition greatly improved. During the last few years a large number of new engines have been added to the fleet, and the company has constructed and greater power supplied to that place, and this process is going on. Last year the company ordered a number of new engines were ordered, and this year there have been given for thirty more, a number of which will be delivered by the 1st of October.

The freight cars have also been largely added to. During the last three years the company has added a large number of cars for the through traffic have been placed upon the line. In addition to this five hundred new cars have been added, and three hundred box and two hundred platform cars in 1871 and orders are now being given for the hundred more cars. The company has also ordered a number of new cars during the last year. This will make a total addition in about three years of about two thousand five hundred new cars, and the company is perfectly of the line. The old cars are also being thoroughly overhauled, and are now in very satisfactory condition, and the company is keeping the stock in good order, and all are in good number and efficiency.

The company has also added a large number of new cars during the last year, and the company has also added a large number of new cars during the last year. The company has also added a large number of new cars during the last year, and the company has also added a large number of new cars during the last year.

A new steam ferry boat has been purchased by the company, and will be used in the future. It will be ultimately used in the future, and it will cross all passengers, and it will be used in the future. The company has also added a large number of new cars during the last year, and the company has also added a large number of new cars during the last year.

CONCLUSION OF THE PORTLAND, ME.



# SHUGERT & STARR

Will offer during the month elegant novelties in

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As well as every style, quality and size of

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## Titusville Morning Herald.

Monday, March 18, 1872.

The "MORNING HERALD,"

the First Daily Paper in the Oil

Region, was Established June 14,

1865.

The "MORNING HERALD"

has a larger circulation than any

other paper in Western Pennsylv-

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## City Election Returns.

VOTE FOR MAYOR.

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## First Meeting of the Petroleum

Producers' Union.

The committee of the Petroleum

Producers' Union, of the

sixteen districts embracing the entire Oil

Region, met on Saturday last at Oil

City.

Mr. S. Q. Brown was called to the

Chair and Mr. T. B. Hoover was elected

Secretary.

Mr. Wm. L. Lay moved that the Chair-

man read off the districts, and that the

various committees from each district be

read and handed to the Secretary as the

minutes of the meeting.

The following are the names of the

districts, and the committees elected to

represent them.

First—Bradley's Bend, Armstrong and

vicinity. Committee—

Second—Parker's Landing, Lawrence-

burg, B. C. Crick, Marlborough and vicin-

ity. Committee—A. N. Perin, Wm. Par-

ker, J. H. Galley, T. W. L. Lamb-

Third—Forton, Petersburg, Clarion

River, both sides, Elkton, and Ritchie

County. Committee—L. E. Blake, Frank

Verity, David Schuyler, G. F. Pike, S. G.

Baynes.

Fourth—Scruggs, Foster, Bully Hill,

Oil City, Centre, Angell & Co.,

Thompson & Co. and A. Noyah.

Committee—A. Noyah, and Messrs.

Hoff, McKelvey, and Danan were play-

ing into the hands of the Southern Im-

provement Company. The production of

this district was about 4,000 barrels daily.

Fifth—Reno. Committee—S. Austin,

Sandy Beach, L. E. Oliver, R. S. Or-

well, John R. Pann.

Sixth—Balderson, Milton Farm

visitors, Hays and others, Hays-

man, Fortman and others, Seneca and

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